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CH2MHILL

July 15, 2004
184288

Mr. William Pfanner
Siting Project Manager
California Energy Commission
1516 Ninth Street, MS-15
Sacramento, CA 95814-5504

RE: Data Response, Set 1C
San Francisco Electric Reliability Project (04-AFC-1)

Dear Bill:

On behalf of the City of San Francisco, please find attached 12 copies and one original of the Data Responses, Set 1C, in response to Staff's Data Requests dated June 4, 2004. We are filing copies of this Data Response both electronically and in hard copy.

Please call me if you have any questions.

Sincerely,

CH2M HILL

John L. Carrier, J.D.
Program Manager

c: Project File
Proof of Service List

SAN FRANCISCO ELECTRIC RELIABILITY PROJECT (04-AFC-1)

DATA RESPONSE, SET 1C

(Response to Data Request #24)

Submitted by

CITY AND COUNTY OF SAN FRANCISCO

July 15, 2004

CH2MHILL

2485 Natomas Park Drive, Suite 600
Sacramento, California 95833-2937

SAN FRANCISCO ELECTRIC RELIABILITY PROJECT
(04-AFC-1)
DATA RESPONSES, SET 1C

Technical Area: Cultural Resources
Author: Gary Reinoehl
SFERP Author: Doug Davy

BACKGROUND

Although no archeological resources were identified as a result of the records search and field survey performed by the applicant for the pipeline route needed for the Water Pipeline Corridor, it should be possible to identify potential subsurface resources that could be impacted by the pipeline construction. The 1899 Sanborn map suggests that portions of the pipeline would be placed in old land features, shoreline areas, and filled areas. Historical research and historic maps may indicate the locations of archeological resources along the pipeline route. An example of such a resource that could be impacted by the proposed pipeline is the San Francisco Cordage/ Tubbs Cordage ropewalk that appears on historic maps and is documented in several area historical resources inventories. In order to adequately identify potential impacts, staff needs additional information.

DATA REQUEST

24. Please complete a literature review and consult historic maps to identify potential subsurface cultural resources that could be impacted by the proposed pipelines. The literature review should include, but not be limited to, the following:

    - Potrero 7: Phase 1 Cultural Resources Overview and Inventory (Wirth Associates 1979);
    - Central Waterfront Cultural Resources Survey (San Francisco Planning Department 2001); and
    - Dogpatch Historic District Survey (Christopher VerPlanck 2001).
    - Mirant Corporation response to staff Data Requests, Set 6, (Cultural Resources) Nos. 216 through 220, Cooling Tower System Amendment to the Potrero Power Plant Unit 7 Project (00-AFC-4). Submitted to California Energy Commission, September 11, 2003.

    Response: We have reviewed the documents referenced at the end of this response and provide the following discussion based on that review.

    Introduction

    The SFERP process water supply pipeline crosses areas that were formerly part of the Islais Creek Cove on the San Francisco Bay shoreline. In fact, the majority of the pipeline route is located in areas that were part of the Bay as late as 1899 (Sanborn Inc., 1900). Construction of the pipeline will thus cross areas near the former San

Francisco Bay shoreline and Islais Creek estuary that may be of high sensitivity for both prehistoric and historic resources. It will also cross areas of fill that are likely to be of low sensitivity for such resources, with some exceptions. For this reason, a brief discussion of the history of local land use development is appropriate to foresee in which areas significant buried resources might be found. A similar analysis was conducted on behalf of the Mirant Corporation for its Cooling Tower System Amendment to the Application for Certification, Potrero Power Plant Unit 7 (00-AFC-04), response Staff Data Requests 216 through 220 (Mirant Corporation, 2003). Figure CR-24 shows the pipeline route in relation to the prehistoric shoreline and other features.

The process water pipeline originates at the power plant site, runs west on 23rd Street for three blocks, turns south on Tennessee, and runs for four blocks to Cesar Chavez Street, where it turns west, running for two blocks to a utility collection box. Additional excavation will not be necessary for the pipeline beyond this point. This route follows the edge of the prehistoric shoreline of Potrero Point from the power plant site for 1.5 blocks west, then runs through bay fill, returning to prehistoric shoreline area at about 23rd and 3rd (Kentucky) streets. The route then runs west for one block, turning south at 24th and Tennessee. South of this point, the route runs through bay fill for 3.5 blocks to Cesar Chavez, turning west and running for two more blocks through bay fill. Approximately 85 percent of the route is located in areas that were, prehistorically, part of San Francisco Bay and that were filled after 1899.

Historical land use

The history of land use and Bay filling in the area provides some clues to the kinds of buried cultural resources that might be present. This account closely follows the historic context statement for the Central Waterfront District historic resources survey report and the Dogpatch Historic District context statement (San Francisco Planning Department, 2001; VerPlanck 2001).

The Potrero Point area was first occupied by industry about 1854, when the E.I. duPont deNemours Company constructed a black powder magazine to the northwest of the SFERP site. At this time, Potrero Point was a rocky peninsula located between Mission Bay to the north and the Islais Creek Cove to the south. One year later, the Hazard Powder Company constructed a similar facility along what was that time the southern shore of Potrero Point (near what is now 23rd Street, just east of the SFERP site). Powder was in great demand for mining and general construction uses. Later both companies constructed wharves for loading the powder onto ships. By 1881, both companies had sold their interests to the Claus Spreckels sugar company, due to the increasing encroachment of residential areas.

Another early industry in the Potrero Point area was the San Francisco Cordage Manufactory, later called Tubbs Cordage Company. Established in 1857, the company made ropes, largely for marine and mining purposes. For many years, Tubbs Cordage was a major area employer, though the company gradually declined before closure in 1962. Tubbs was located west of the SFERP site, along 3rd

(Kentucky) Street, between 22nd and 23rd streets. One very interesting feature of the Tubbs operation was the Tubbs Cordage rope walk, as depicted in the Sanborn Insurance Maps for 1899 (Sanborn Inc., 1900). The rope walk was a long (at first, 1,000 feet, later 1,500 feet), covered walkway that extended out into the Bay on piers. It was used by the cordage workers as they twisted fiber strands together to make long ropes. The rope walk ran in a southeastern direction from the cordage plant, crossing into the bay from 3rd Street north of 23rd Street. In doing so, it crossed the location of the SFERP process water pipeline along what is now 23rd Street near Illinois Street (see Figure CR-24).

Another important local early development was the construction of the Potrero, Hunters Point, and Bay View (P&BV) Railroad and its bridges, the Long Bridge and 3rd Street Trestle. The Long Bridge was a rail trestle constructed across Mission Bay in 1867 and the 3rd Street Trestle crossed Islais Creek Cove a year later (U.S. Coastal Survey, 1869). The railway was constructed as a north-south connectors between downtown San Francisco and the Bay View area, and was double-tracked for two-way horse-drawn trolleys. The railroads that constructed the P&BV line and the bridges (Southern Pacific and Atchison, Topeka, and Santa Fe), acquired real estate rights to adjacent lands on the condition that they fill Mission Bay and the Islais Creek Cove to make industrial land. The filling of Islais Cove was delayed; however, until after the turn of the century. The SFERP process water pipeline crosses the 3rd Street trestle alignment at right angles on 3rd Street in a location where it ran adjacent to the shore. By 1899, Cesar Chavez Street (then Army Street) had been extended eastward to meet the trestle in the Bay. The SFERP process water pipeline runs in this alignment. It is not clear whether the Army Street connector was created on fill or on a trestle. The trends in bay fill are shown on early topographic maps (U.S. Coastal Survey, 1869; US Geological Survey, 1896, 1896, 1915a, 1915b, Sanborn Inc., 1900).

By 1915, the Western Pacific Railway had constructed a spur that extended the 25th Street alignment east to the 3rd Street trestle and beyond it to a jetty along what is now 25th Street. Though Mission Bay had been filled by this time and the 3rd Street rail corridor had been widened, the former Islais Creek Cove was still unfilled.

Conclusions

Given the history of land use in the project area, there are several general statements that we can make regarding the likelihood of discovering different kinds of buried archaeological or historic resources during excavation for the process water pipeline.

1. Buried prehistoric Native American resources, if present are most likely to be found in the former shoreline areas along 23rd Street, and where the route turns south on Tennessee Street for a short distance. Prehistoric shoreline and marsh-edge site types such as special extraction camps, fishing camps, and shell midden mounds are very likely to occur in locations such as these. The route does not approach the shoreline again, however, since it enters the utility collection box on Cesar Chavez Street at Indiana, which is within the Islais Creek Cove fill area.

2. Buried resources relating to the black powder industry, before 1881 or Spreckels Sugar refinery thereafter, including remnants of wharves for shipping, may be likely to occur along 23rd Street east of Illinois.
3. Remnants of the 3rd Street trestle may possibly be located where 3rd Street crosses 23rd. However, Wirth Associates (1979, cited above) excavated a 12-foot-deep trench in this area and did not find remnants of the trestle or of the Tubbs Cordage rope walk.
4. Remnants of the Tubbs rope walk may possibly be located in the same area (23rd and 3rd), or near Illinois Street along 23rd.
5. Much of the route along Tennessee Street runs through bay fill. It is possible, though unlikely, that buried boats, ships, or wharves could be encountered during excavations in this area. The U.S. Coastal Service map for 1869, for example, shows a long wharf extending eastward into Islais Creek Cove in the vicinity of 25th Street, and this same route was later taken by the Western Pacific Railroad for its jetty.
6. The pipeline route along Cesar Chavez Street was either trestle or fill by 1899. It is thus possible that excavations here will encounter trestle pilings.

References Cited

Mirant Corporation, 2003. Response to California Energy Commission Staff Data Requests, Set 6, (Cultural Resources) Nos. 216 through 220, Cooling Tower System Amendment to the Potrero Power Plant Unit 7 Project (00-AFC-4). Submitted to California Energy Commission, September 11, 2003.

San Francisco Planning Department. 2001. Central Waterfront Cultural Resources Survey, Summary Report and Draft Context Statement. Prepared by San Francisco Planning Department.

VerPlanck, Christopher. 2001. Context Statement, Dogpatch Historic District Resource Survey. Appendix D in San Francisco Planning Department, 2001 (above).

Wirth, 1979 as cited in Mirant Corporation, 2003. Response to California Energy Commission Staff Data Requests, Set 6, (Cultural Resources) Nos. 216 through 220, Cooling Tower System Amendment to the Potrero Power Plant Unit 7 Project (00-AFC-4). Submitted to California Energy Commission, September 11, 2003.

Sanborn, Incorporated. 1900. Fire Insurance Maps (of the City of San Francisco). Sanborn Insurance Company.

U.S. Coastal Survey. 1869. San Francisco Peninsula, North Point to Visitacion Point.

U.S. Geological Survey. 1895. San Francisco, California, 15′ quadrangle.

U.S. Geological Survey. 1896. San Mateo, California, 15′ quadrangle.

U.S. Geological Survey. 1915a. San Francisco, California, 15′ quadrangle.

U.S. Geological Survey. 1915b. San Mateo, California, 15′ quadrangle.

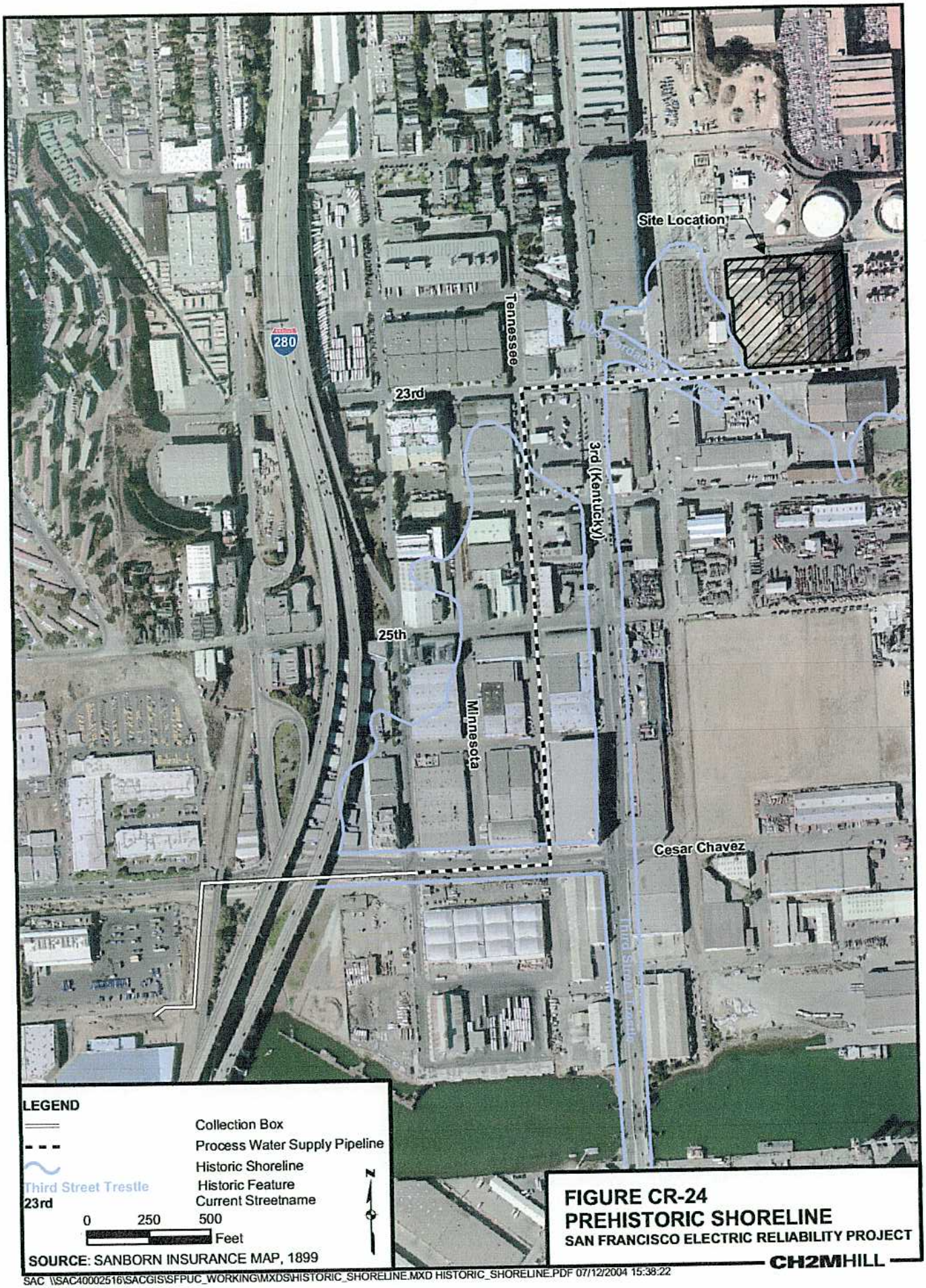

FIGURE CR-24
PREHISTORIC SHORELINE
SAN FRANCISCO ELECTRIC RELIABILITY PROJECT

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BEFORE THE
ENERGY RESOURCES CONSERVATION AND DEVELOPMENT COMMISSION OF THE STATE OF CALIFORNIA

APPLICATION FOR CERTIFICATION FOR THE SAN FRANCISCO ELECTRIC RELIABILITY PROJECT	)	Docket No. 04-AFC-1
	)	PROOF OF SERVICE
	)	*Revised 7/9/04

I, Anar Bhimani declare that on July 15, 2004, I deposited copies of the attached Data Response, Set 1C San Francisco Electric Reliability Project, in the United States mail at Sacramento, CA with first class postage thereon, fully prepaid, and addressed to the following:

DOCKET UNIT

Send the original signed document plus 12 copies to the following address:

CALIFORNIA ENERGY COMMISSION
Attn: Docket No. 01-AFC-17
DOCKET UNIT, MS-4
1516 Ninth Street
Sacramento, CA 95814-5512

In addition to the documents sent to the Commission Docket Unit, also send individual copies of all documents to:

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I declare under penalty of perjury that the foregoing is true and correct.

Anar Bhimani